

## RAILROAD RATE LEGISLATION.

Senator Foraker's Strong Argument Against Regulation by Government Bureau.

SPEAKS FOR LIBERTY OF  
TRADE AND COMMERCE.

All Classes of People and Kinds of Business Will Be Affected.

The utterances of Senator Foraker, on the question of governmental regulation of railroad freight rates, in a recent speech, are so forceful and so reasonable that we publish them in full as follows:

During the last eight years the freight business of the country has doubled in volume. In consequence there has been and is now a congested condition everywhere with respect to the transportation of freight, and the railroads in consequence have been driven to the necessity of lowering grades, straightening curves, enlarging tunnels, strengthening bridges, multiplying equipment and increasing motive power to enable them to meet the demands upon them of the business of the country.

For improvements of this character they are shown to have expended during the last eight years the enormous sum of \$1,500,000,000.

From one end of the land to the other this kind of work is now in progress. If this increase of business continues for eight years more at the same rate of progression, and the indications are that it will, it will be impossible for the railroads to handle it unless in the meantime, in addition to the general improvements mentioned, they double and quadruple their main lines, or double and quadruple their existing tracks and equipment.

In this work we are all vitally interested. We want it to go forward without let or hindrance, to the end that business may be conveniently and economically transacted, and also and especially that there may be the greatest possible safety for life and limb to the millions who travel. We should take heed, therefore, that we do not destroy or impair the enterprise or the credit and financial ability of the railroads to raise and expend, in the way indicated, the hundreds of millions necessary to carry forward this great work.

To take control of the rate-making power is to take charge of the revenues of the roads, and that means that the Government is to assume responsibility, not only of the determining what rates shall be charged, but also of necessity how much money a railroad shall be allowed to make, and thus determine, also of necessity, what improvements it shall be permitted to make, what extensions it may build, what equipment it must provide, what new tracks it may lay and what kind of service it shall render, for rates are so interdependent that there is no such thing possible as changing one without affecting many.

Any other notion is a delusion refuted by conditions and experiences. In short, if the Government is to determine how much money a railroad shall be allowed to make it must of necessity determine, also, what expenditures shall be permitted. None of these things can be escaped, and none of them can be done by the Government so well

as they are now being done by the companies themselves.

Such has been the experience of every country that has undertaken such a task, and will be ours also under similar circumstances.

The time was, and not very long ago, when it was a maxim recognized and advocated by all political parties, but especially by the Democratic party, that that country was best governed that was least governed. Now the tendency seems to be in the opposite direction; for every ill, real or imaginary, from which we may suffer, governmental relief or control is sought. Much good has been accomplished in this way, but the pendulum should not be allowed to swing too far.

Liberty of trade and commerce is the life that imparts competition and secures a healthy and vigorous development of our resources. If it be unduly hampered and restricted greater evils will result than any we are striving to escape.

All Classes Interested.

At another time I shall pursue this subject further. My only purpose now is to indicate the serious character of what is proposed and the necessity for the most intelligent and considerate solution of the difficult problem. The Republican party is alive to its duty in this respect and will not desist from its efforts until it has worked out the best possible results.

We have 212,000 miles of railroads in the United States, and they have issued for their construction, equipment, improvement and maintenance \$16,000,000,000 in round numbers of railroad bonds, stocks and other securities, most of which are now held by our own citizens.

All classes of people and all kinds of business are interested in the subject and will be affected, favorably or unfavorably, by whatever may be done. A false step might work the most serious injury to the country's welfare and the people's prosperity.

It is not necessary to say that the Democratic party is incapable of satisfactorily dealing with such a complicated and difficult problem, because it is sufficient for present purposes and more agreeable to say only that the Republican party is far better qualified for this most important work.

If it be true we shall prove unfaithful to ourselves if we do not continue it in power, for it is our duty to all interests involved and to the country as a whole to choose at this time, as well as at other times, the most acceptable agency that can be secured for the administration of our public affairs.

### TELEGRAPH OPERATOR

Dies of Yellow Fever—Formerly Worked Here for L. & N.

New Orleans, La., Oct. 3.—A. R. Arrington, night chief operator of the Postal Telegraph company, formerly of Hopkinsville, Ky., died here today of yellow fever.

Mr. Arrington was telegraph operator at the L. & N. office here several years ago. Many friends will learn of his death with deep regret.

### Epworth League.

"Call of Those who Welcome the Light," will be the subject for discussion at the Epworth League next Sunday evening, Miss Nellie B. Carlin, Leader. All members are requested to be present as it is consecration night. The League convenes at 6:30 o'clock and visitors are cordially invited to attend this service.

## REGISTRATION.

About Same Total in Ten Towns as Made Last Year.

INCREASE IN INDEPENDENT VOTE.

Earlington Registration Promises Republican Gains.

Registration was held on Tuesday in all the incorporated towns of Hopkins county for the second time under the Bradley law. Previous to 1904 no town in the county except Madisonville was required to register. A quiet day is reported from all the towns registering.

The total registration in eleven towns was 2693, divided as follows: Rep. 1303; Dem. 1144; Ind. 215; Pro. 8; Pro. 23.

Divided by races the figures are total white, 1842; total colored, 851; and show a decrease in white of 13, and increase in colored of 19.

The totals give a Republican plurality of 159. Exclusive of Barnsley, last year's registration gave the Republicans 184 plurality. The Republican registration in Barnsley this year gives 2 Republican plurality, which deducted from above gives plurality of 157 this year against 184 last year in ten towns.

\* The Independents registered this year outnumber those of last year by 79 in eleven towns.

### Earlington.

The voters were pretty well registered Tuesday. All was done in a quiet, careful manner and with a general spirit of fairness by all the officers of election and the local workers generally. Ruby Laffoon, who is the Democratic candidate for County Attorney to succeed himself, came to Earlington Tuesday morning and arranged to put Democratic challengers in each polling place here. There had been no challengers designated by either party organization for any part of the county and by agreement of the heads of each organization there were to be none. The Republicans did not understand Mr. Laffoon's move at first, but after consultation they announced that they did not care to meet the movement by naming Republican challengers. They said that they proposed to present none but legal voters for registration and that watching could not hurt honest men. The feeling of the Republican officers of election toward the Democratic challengers was entirely friendly and all went off smoothly during the entire day. The challengers who served were G. H. Ashby, Northeast; Bob Stinebaugh, Lake; W. H. Borders, Hecla. Some of the mines ran part of the day and the registration was slow in the morning. During the afternoon and evening, however, most of the vote got in, except those who were absent or detained unavoidably. But there will yet be a number to register.

There was a list of 168 names of alleged illegal voters, Republican and Democratic, with a considerable preponderance of the former, placed in duplicate in the hands of the Democratic challengers at the three Earlington precincts, for the purpose of preventing their registration. The challengers found little use for this list, however, for the reason that scarcely any of the men whose names were on the list presented themselves. A number of the names were those of young negroes not yet of age. As an illustration of the honest conduct of the registration there were, in the Northeast precinct,

but two or three of these names whose owners came to the place of registration. One of these, a Democrat, refused to make oath or to produce the required proof of citizenship, and the certificate was withheld. There seemed to be pretty fair organization on both sides here and no little work was done to get out a full registration, both by the Democrats and the Republicans.

The total registered in the three Earlington precincts was 745, as against 739 for last year. This total was divided as follows: Republican, 431; Democratic, 265; Independent, 43; Prohibition, 6; white, 455; colored, 290; a Republican plurality of 166. This plurality is by seven greater than that shown on the face of the returns on registration day last year. Just what change in this plurality will be made by the independent vote cannot be foretold, but there are those who predict that the independents will strengthen the Republican plurality.

There is not much change as compared with last year, except that the number of voters registering as independent is, as was expected, considerably greater this year. There were 22 Independent and Prohibition votes registered last year against 49 this year. The vote by precincts follows:

Northeast: Republican, 136; Democratic, 142; Independent, 36; Prohibition, 3; total, 317; white, 259; colored, 58.

Lake: Republican, 137; Democratic, 114; Independent, 7; Prohibition, 3; total, 261; white, 182; colored, 79.

Hecla: Republican, 158; Democratic, 9; total, 167; white, 14; colored, 153.

### Madisonville

The total registration of Madisonville in the city's four precincts was: Republican, 438; Democratic, 472; Independent, 64; Populist, 3; Prohibition, 12; total, 989; white, 642; colored, 347. By precinct the vote was: Mill: Rep. 169; Dem. 79; Ind. 17; Pop. 2; total, 267; white, 97; colored, 170. Kitchen: Rep. 73; Dem. 156; Ind. 13; Pro. 4; Pop. 1; total, 247; white, 220; colored, 27. Court House: Rep. 58; Dem. 148; Ind. 18; Pro. 5; total, 229; white, 200; colored, 29.

Elk: Rep. 138; Dem. 89; Ind. 15; Pro. 3; total, 246; white, 125; colored, 121.

Madisonville registration shows a Democratic plurality of 34. Last year's registration gave plurality of 17 Republican on face of returns. This year the independent registration there is 24 greater than last, the total Republican 14 less, the total Democratic 37 greater, and the total colored 2 less.

### Dawson Springs.

Rep. 112; Dem. 114; Ind. 15; Pop. 3; Pro. 2; total, 246; white, 207; colored, 39; Democratic plurality, 2, with same number independents as registered last year when the Democratic plurality was 44. This year's figures show 24 Republican increase, 18 Democratic decrease, and increase of 17 colored as compared with the registration of a year ago.

This nice increase in the Republican lead is a compliment to the Hon. Wm. Lynch, the nominee for State Senator, whose home is at Dawson Springs.

### Hanson.

The total vote in the two precincts was: Rep. 33; Dem. 51; Ind. 36; Pro. 1; total, 121; white, 99; colored, 22; Democratic plurality, 18. For some reason which seems to affect the people of the Hanson country

especially there is a change or indifference this year that looks quite adverse to the Democrats, who, at last registration got Hanson by a plurality of 40 against 18 this year. There are 19 Democrats less and 14 Independents more this year than last. By precincts the Hanson registration was:

East Hanson: Rep. 26; Dem. 41; Ind. 30; Pro. 1; total, 98; white, 79; colored, 19.

West Hanson: Rep. 7; Dem. 10; Ind. 6; total, 23; white, 20; colored, 3.

### Nebo.

The two Nebo precincts give a total registration of: Rep. 23; Dem. 23; Ind. 7; Pro. 2; total, 55; white, 45; colored, 10. This breaks even. Last year the Democrats had 4 plurality. By precincts Nebo is as follows:

North Nebo: Rep. 11; Dem. 10; Ind. 1; total, 22; white, 13; colored, 9.

South Nebo: Rep. 12; Dem. 13; Ind. 6; Pro. 2; total, 55; white, 45; colored, 10.

### St. Charles.

Rep. 89; Dem. 40; Ind. 11; total 140; white, 107; colored, 33; Republican plurality, 49. Last year the Republican plurality was 60.

### Mortons Gap.

Rep. 105; Dem. 85; Ind. 9; Pop. 1; total 200; white, —; colored, —; Republican plurality of 20. Last year the Republican plurality was 54. This difference is accounted for by a number of moves made by former residents, and is as was expected.

### Chesley.

Rep. 19; Dem. 23; Ind. 14; total 56; white, —; colored, —; Democratic plurality, 4.

### Barnsley.

Rep. 35; Dem. 33; Ind. 15; Pop. 1; total 84; white, 64; colored, 20; Republican plurality, 2.

### White Plains.

Rep. 12; Dem. 27; Ind. 1; total 40; white, 38; colored, 2; Democratic plurality, 15.

### Daniel Boone.

Rep. 6; Dem. 11; total 17; white, 13; colored, 4.

### RUNS INTO OPEN SWITCH.

No. 93 Wrecked at Goodletts, Tenn., Last Sunday Morning—Two Persons Injured.

At an early hour last Sunday morning as the Chicago and Florida limited, No. 93, was rounding a curve at Goodletts, Tenn., a station fourteen miles north of Nashville, it ran into an open switch and collided with a string of cars that had been left standing on the siding at that place.

Engineer James McGrath, of Nashville, either jumped or fell from the cab when the accident happened and received injuries that were thought to be fatal but it is now said that he will recover. Fireman Chas. Stanfield jumped when he saw the danger and escaped with slight injuries. None of the passengers were injured. The train was running about thirty miles an hour when the accident occurred.

It is thought that the switch was opened by some one with the intention of wrecking the train and as two men were seen tampering with it a short time before the train was due an effort will be made to locate them.

Engineer McGrath formerly lived in this city, but has been residing at Nashville for several years.

### Iowa Boasts a Fat Hog.

Sioux City, Ia., Oct. 3.—At the Onawa carnival, 30 miles south of here, G. W. Coones, a Woodbury county farmer, has been exhibiting a hog that weighs 1,308 pounds and measures 9 feet 5 inches in length.

## WHERE THEY GO.

Preachers Assigned to New Stations by the Conference at Leitchfield.

VERY SUCCESSFUL MEETING ENDS.

Leitchfield, Ky., Oct. 3.—The seventh day of the conference of the Methodist Episcopal Church, South, closed this afternoon at 3 o'clock and the conference adjourned. The ministers and delegates who attended the conference expressed themselves as being grateful for the generous hospitality extended to them by the citizens of Leitchfield. The Rev. F. M. Thomas, on behalf of the conference, expressed the thanks and gratitude of the whole body for the hospitality extended. This sentiment was also voiced by Bishop Candler on behalf of the ministers and delegates. A statistical report was read showing a splendid condition of the entire field covered by the Methodist Episcopal Church, South, during the year. The following appointments were read by Bishop Candler:

### Henderson District.

B. F. Orr, Presiding Elder. Henderson—J. T. Rushing. Corydon—J. B. Seay. Smith's Mills—J. C. Brandon. Robards—D. S. Campbell. Morganfield—G. E. Fokett. Morganfield Circuit—S. L. C. Coward.

Earlington—John E. King. Hanson—W. B. Lucy. Slaughtererville—T. J. Randolph. Sacramento—W. H. Archey. Seabree—G. W. Lyon. Sturgis—C. R. Crowe. Dixon—W. O. Rickard. Audubon—W. E. Cook. Hebbardsville—W. W. Prine. Madisonville—J. B. Adams.

### Russellville District.

R. P. Browder, Presiding Elder. Russellville—T. V. Joiner. Russellville Circuit—W. F. Cashman. Adairville and Oakland—J. H. Walker. Allensville—J. T. Cherry. Elkton and Bells—W. C. Brandon.

Pembroke—A. D. Litchfield. North Elkton—J. B. Galloway. Kirkmansville—K. K. Anderson. Trenton—J. L. Kilgore.

Hopkinsville—A. P. Lyon. Hopkinsville Circuit—W. T. Miller. Crofton—W. H. Hickerson.

Lafayette—J. T. Demonbruen. Auburn—R. M. Wheat. Lewisburg—J. E. Lewis.

Eply—D. R. Gardner. Hopkinsville Mission—H. H. Jones.

Rev. G. W. Dame was also returned to this charge by the Northern Methodist Episcopal conference, which met in Lexington.

### Badly Injured.

Walter Stodghill, of this city, who was a brakeman on Conductor Jno. Longstaff's work train was badly injured Tuesday at Greenbrier, Tenn. It seems he and Engineer Patterson had a misunderstanding about some work to be done. Young Stodghill started to climb up on the engine and was on the step when Engineer Patterson struck him on the head with a piece of iron inflicting a severe and dangerous wound. A message was received here from Conductor Longstaff yesterday saying Stodghill was getting along nicely but the physician would not allow him to be brought to Earlington for a few days.